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U.S. OFFICIALS ONLY**CENTRAL INTELLIGENCE GROUP**
INTELLIGENCE REPORT**COUNTRY** Hungary**DATE:****INFO.****SUBJECT** Hungarian State Railways**DIST.** 21 February 1947

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PAGES 2**SUPPLEMENT**

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STATE	WAR	NAVY	JUSTICE						

1. The general condition of the Hungarian State Railways is highly unsatisfactory. Over the greater part of the railway network, only single-line traffic can be maintained, and together with the lack of track maintenance and bridge repair a sharp drop in the volume of traffic has resulted. The average speed of express trains has been reduced to 40 kilometers an hour, and their maximum speed to 60 kilometers an hour.

2. The railways are controlled by the Russians. The Hungarian Minister of Transportation Erno Gero is said to hold the rank of Major General in the Soviet Army. document No. 006

3. Main lines in use at present are as follows:

Budapest--Hegyeshalom
 Budapest--Gyékényes-Zagreb
 Budapest--Pecs-Osijek
 Budapest--Subotica-Belgrade
 Budapest--Szeged-Nagy Bekereg
 Budapest--Iurakeresztur-Cakovec

NO CHANGE in Class. ☐☐ DECLASSIFIED

Class. CHANGED TO: TS S C

DDA Memo, 4 Apr 77

Auth: DDA REG. 77/1763

Date: 23 March 1978

4. The main lines used by Red Army traffic are as follows:

Budapest--Hegyeshalom
 Budapest--Arad-Bucharest
 Budapest--Oradea-Cluj
 Budapest--Debrecen-Er Mihályfalva-Jahlasa
 Budapest--Debrecen-Nyiregyhaza-Zahony-Csap
 Budapest--Miskolc-Satoralja Ujhely-Csap
 Budapest--Kaschau-Hidas Nemety
 Budapest--Miskolc-Barreuve
 Budapest--Salgotarjan-Ruttka
 Budapest--Szob-Parkany-Bratislava

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5. A bridge over the Danube at Medve and one at Komárom has been reconstructed on a priority basis. The bridge over the Tisza River at Zahony-Csap and at Szeged, as well as the newly reconstructed bridge over the Danube at Budapest has been opened to single line traffic. Two bridges over the Tisza at Csongrád and Szolnok are under construction and are scheduled for use by the end of December 1946 and July 1947, respectively.

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-2-

5. The present coal reserve held by the Hungarian State Railways is sufficient for only eight and one half days. There is an additional reserve for the same amount of time which is held for the use of the Red Army only. The normal reserve was adequate for four weeks.
6. The following lists show recent figures of the rolling stock on Hungarian railways:

	<u>Serviceable</u>	<u>Marked MAF*</u>	<u>Total</u>
Locomotives	850	850	1803
Coaches	1400	1300	3000
Baggage cars	350	450	1000
Truck(freight cars)	52000	12200	57000

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* comment: The MAF is presumably the MAV, the Hungarian State Railways.)

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